

DATE

0226Z 09 DEC 64

S E C R E T

25X1A

TO : DIRECTOR

25X1A

FROM :

ACTION:

INFO :

1	DITech	9	DD/ST
2	/	10	"
3	/	11	
4	DFA	12	
5	OXC	13	
6	MO	14	
7	CD	15	
8	RB	16	

ROUTINE

IN-61661

25X1A

TOR: 0322Z 09 DEC 64

TO

PRIORITY

25X1A

INFO

25X1A

CITE

9115

OXCART

NO NIGHT ACTION

PRELIMINARY Q BAY PACKAGE TEST REPORT

I. GENERAL

1. TYPE I.

2. TEST NO. ATF-87A(127)

3. TEST DATE 4 DECEMBER 1964

4. ARTICLE NO. 127

5. TIME: T.O. 1300Z LAND APPROX 1530Z

6. PACKAGE OPERATE TIME: 42 MINUTES TOTAL BETWEEN 1300Z AND 1530Z.

7. TEST CONDITIONS:

A. PRESS ALT 80M.

B. MACH NO. 2.95.

C. I.N.S. STATUS OK.

D. WEATHER: SCATTERED CLOUDS.

8. TEST OBJECTIVES: A. CHECK SYSTEM PERFORMANCE AFTER NEW

S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

S E C R E T

25X1A

9115 (IN-61661)

PAGE TWO (2)

SHUTTLE CLAMP WAS INSTALLED. B. DETERMINE EFFECT OF REFOCUS.

9. TEST RESULTS: A. DUE TO EXCESSIVE CLOUD COVERAGE TARGET IMAGES WERE NOT OBTAINED, BUT OTHER IMAGES WERE AVAILABLE TO EVALUATE FOCUS. B. FORWARD SCANNER OPERATED INTERMITTENTLY FOR A SHORT PERIOD AFTER THE SYSTEM HAD BEEN IN OPERATION FOR ABOUT 45 MINUTES. C. FLIGHT PLAN HAD NOT BEEN FOLLOWED DUE TO WEATHER. THUS EXPOSURE WAS IMPROPER IN MUCH OF TEST BECAUSE PROGRAM HAD BEEN PREPARED FOR SCHEDULED TEST. D. INC OPERATION INTERMITTENT DURING PORTION OF TEST.

10. THIS ATF HAD ORIGINALLY BEEN PLANNED FOR AND INSTALLED IN ARTICLE 125. FLIGHT WITH 125 WAS ABORTED DUE TO VEHICLE PROBLEMS- THE SYSTEM WAS THEN INSTALLED IN VEHICLE 127 BUT THE INITIAL TEST WITH THIS VEHICLE WAS ALSO ABORTED DUE TO ENGINE PROBLEMS. SYSTEM REMAINED IN VEHICLE DURING VEHICLE TEST. ATF-87A THUS HAD A NUMBER OF DELAYS AND EXTENSIVE SYSTEM HANDLING PRIOR TO ITS TEST. SYSTEM TESTS WILL BE PERFORMED TO DETERMINE REASONS FOR PROBLEMS STATED IN TEST RESULTS AND THE FOCUS DATA TOGETHER WITH PREVIOUS LAB FOCUS TESTS TO MAKE ANY REQUIRED BENCH ADJUSTMENT. FLIGHT WAS QUITE ROUGH AND USED UP THE FULL CAGING BOTTLE.

END OF MESSAGE

S E C R E T